

SAN MATEO COUNTY CONGESTION RELIEF PLAN (DEFICIENCY PLAN) EXECUTIVE SUMMARY

This Congestion Relief Plan is necessary because a number of locations throughout the County have been determined through traffic counts to have congestion that exceeds the standards that were adopted by C/CAG as part of the Congestion Management Program. Although the Plan is a legal requirement and enforceable with financial penalties, it is more important that the Plan be viewed as an opportunity to make a real impact in congestion that has been allowed to go unchecked for many years. A key factor in developing the Plan has been for C/CAG to respect and support the economic development done by local jurisdictions to make San Mateo County prosperous and to ensure a sound financial base to support local government. Economic prosperity however, has created severe traffic problems, which if not properly addressed, will threaten that same prosperity. Therefore this Plan aims to find ways to improve mobility Countywide and in each and every jurisdiction, while not putting a halt to this economic growth.

The Plan being proposed will relieve all San Mateo County jurisdictions - 20 cities and the County - from having to fix the specific congested locations that triggered the development of this Plan, and any new ones that may be detected for the next four years.

The following elements are intended to be a comprehensive package of policies and actions that together will make a measurable impact on current congestion and slow the pace of future congestion:

1. Expand the Countywide Employer-Based Shuttle Program.

Recommendation: Increase the permanent funding available for the Countywide Employer Shuttle program of proven effectiveness. This shuttle program focuses on connecting employment centers to transit centers (both BART and Caltrain). The cost to the 20 cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by a combination of Transportation Authority, SamTrans, Joint Powers Board, and/or employer contributions. The benefit to the cities and the County will be the creation of new employer-based shuttles for the residents and employers in the community.

2. Create a network of Local Transportation Services.

Recommendation: The intent of this recommendation is to increase the use of public transit by the residents of each local community, thereby reducing local congestion. Local jurisdictions will be encouraged to participate in experimental efforts to provide transportation services for its residents that meet the unique characteristics and needs of that jurisdiction. A Countywide pool of funds of approximately \$1 million dollars will be established and made available to match local jurisdiction efforts on a dollar for dollar basis. It will be up to each jurisdiction to determine

how these services will be organized, the type of service to be provided, and the amount of contribution that the jurisdiction wishes to make. The benefit to the jurisdiction will be the creation or expansion of local transportation services that focus primarily on connecting that jurisdiction's residential areas with downtown, employment centers, schools, and transit stations.

3. Expand the Provision of Countywide Transportation Demand Management Programs and 4. Creation of a Countywide "Try Transit" Campaign.

Recommendation: Increase the permanent funding available for Countywide Transportation Demand Management projects of proven effectiveness through the Peninsula Congestion Relief Alliance. Conduct a one-time Countywide media blitz to encourage individuals to "try transit." Limited time free transit passes will be secured from the major transit providers in San Mateo County and made available to first time users of transit during the promotion period. The cost to the cities and the County for this component will be \$500,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. The benefit to the cities and the County will be the creation of new employer-based initiatives that encourage and support workers taking alternative transportation modes to and from work.

5. Develop a Countywide Intelligent Transportation Study and Plan.

Recommendation: New technologies and other techniques can improve the efficiency of the existing transportation infrastructure. In order to be truly effective, these systems must be implemented on a regional basis, and not only in selected locations. This recommendation is to fund a comprehensive plan and recommendations for the implementation of state-of-the-art intelligent transportation systems throughout San Mateo County. The plan will include an evaluation of the current technology, estimated traffic improvements resulting from implementation of the plan, and anticipated cost of deploying and maintaining the system. The cost to the cities and the County for this component will be \$200,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through each community as a result of the more efficient use of the existing roadway and freeway network.

6. Develop a Countywide Ramp Metering Study and Plan for U.S. 101 Corridor.

Recommendation: Currently each jurisdiction in which a ramp-metering site is located must develop an agreement with Caltrans before that site is activated. This recommendation is to develop a Countywide approach. C/CAG will first commission a detailed operational analysis of the Route 101 corridor. C/CAG staff will work closely with the staffs of its member cities in creating a detailed work plan for this study and to identify a recommended list of criteria for C/CAG to consider before determining if ramp metering should be implemented. This work plan will be subject to the review and recommendation of the Technical Advisory Committee (TAC) and the Congestion Management and Air Quality Committee (CMAQ) of C/CAG. The C/CAG Board will ultimately determine the acceptability of the work plan. The operational analysis will

also include the impacts of ramp metering on local streets and roads. This analysis will be done by an independent contractor under the direction of C/CAG and will identify the congestion relieving benefits (if any) for specific locations. The staffs of local jurisdictions, the TAC, and CMAQ will continue to be involved in all aspects of the study and the formulation of recommendations for C/CAG. After consideration of this study and the recommendations of the TAC and CMAQ, C/CAG would decide whether to enter into a Countywide agreement with Caltrans for the activation of ramp metering along any parts of the Route 101 corridor. No location will be activated without conducting the analysis or without the prior authorization of the C/CAG Board. Local jurisdictions impacted by the outcomes of the study will have an opportunity to review and comment on any recommendations before they are presented to the C/CAG Board for consideration. The cost to the cities and the County for this study will be \$100,000 based on each jurisdiction's share of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that these funds will be matched dollar for dollar by the Transportation Authority. The benefit to the cities and the County will be the improvement of mobility within and through the community as a result of the more efficient use of the existing roadway and freeway network.

7. Expansion of the Transit-Oriented Development Program

Recommendation: Expand the Transit Oriented Development Program to include incentives for concentrated housing developments and employment centers within one-third of a mile of a fixed rail station. The incentives could be in the form of transit subsidies, flexible work hours, guaranteed ride home program, etc. There is no financial contribution required of the cities or the County to participate in this incentive program. If a city or the County approves a project(s) meeting these criteria and that are subsequently built, they will qualify for funding to make roadway and other community improvements that make it more attractive and convenient for walking and bicycle travel.

SUMMARY

Under this Plan, the cities and the County will be assessed a total of \$1.3 million on an annual basis for the four year period of the Plan. This amount represents each jurisdiction's share of the total cost of the Plan based on that jurisdiction's percent of automobile trips both generated and attracted as a percent of the Countywide total. It is anticipated that the local jurisdiction's contribution will be more than quadrupled as a result of the generation of matching funds to support the Plan. Also, as a participant in this Plan the cities and the County will be exempt from any deficiency planning requirements for the next four years that are the result of a roadway segment or intersection exceeding the Level of Service Standard set forth in the Congestion Management Program.